

3.8 AESTHETICS

This section describes the onshore and offshore visual environments in the Broad Beach Restoration Area (Project area) and the borrow sites in Ventura and Los Angeles counties that would be affected by the proposed Broad Beach Restoration Project (Project). Public trust impact criteria are used to assess the severity of impacts and whether avoidance or minimization measures could be applied to reduce impacts.

3.8.1 Environmental Setting Pertaining to the Public Trust

Broad Beach Restoration Area Location and Description

The Project area encompasses approximately 42 acres extending laterally for more than 6,700 feet from Lechuza Point to Trancas Creek Lagoon, including both public trust lands and adjacent private lands that support residential uses. The Project area also includes existing vertical and lateral access easements that could be impacted by the Project. Additionally, it includes the Zuma Beach parking lot adjacent to Trancas Creek, proposed for temporary construction staging.



Public trust intertidal lands and public access points along Broad Beach currently afford users views of the Pacific Ocean, sandy beaches, and the emergency revetment and residential properties along the beach. Views stretch from Lechuza Point to the west and to Point Dume to the east.

The Project area also includes the locations with protected viewsheds that have visual access to Broad Beach, including views from public trust lands in Zuma Beach County Park and Point Dume State Beach, and the Pacific Coast Highway, which is a State-designated scenic highway.

Off-site Project Area Location and Description

The Off-site Project areas include the Trancas Sediment Deposit, the Ventura Harbor sand trap, and the Dockweiler borrow site as well as the sand transportation routes. Additionally, this area includes public beaches and offshore waters that have visual access to the dredge sites offshore Dockweiler State Beach and outside Ventura Harbor, areas downcoast from these borrow sites, transit routes for dredged material, and State tidelands in the vicinity of these waters.

Relationship Between Aesthetics and Public Trust Resources and Values

Changes in the visual characteristics of the Project area have the potential to affect the public's right to use and enjoy public trust resources including Broad Beach, the waters offshore Broad Beach, local public beaches (e.g., Zuma Beach County Park and Point Dume State Beach), protected scenic vistas with visual access to Broad Beach, transit routes for transportation of dredged materials, and State tidelands in the vicinity of these waters. Public use and enjoyment of public trust lands and waters in the Project area include passive (beach walks, bird watching) and active recreation (surfing, swimming, kayaking, paddle boarding, boating). Visual quality within the public trust lands and waters is an important, contributing element for the public's enjoyment of these activities.

Definition of Visual Impacts

Aesthetic resources are composed of natural and man-made features that give a particular area its visual qualities. Landforms, water surfaces, vegetation, and manufactured features are considered characteristic of an area if they are inherent to the structure and function of its landscape.

The significance of a change in visual character is influenced by the importance or uniqueness of a view, viewer sensitivity, the duration of views, and the contrast of the change with the existing natural or man-made environment. Social considerations, including public value placed on a visual resource, public awareness, and general community concern for visual resources in the area can also play a role. These social considerations are addressed as visual sensitivity and are defined as the degree of public interest in a visual resource and concern over adverse changes in the quality of that resource. High visual sensitivity exists when the public can be expected to react strongly to a potential change in visual quality. Moderate visual sensitivity exists when affected views are secondary in importance or are similar to others in the region. Low visual sensitivity exists when little or no public concern exists about changes in the landscape.

Historical Aesthetic Conditions of Broad Beach

Development along Broad Beach began in the 1930s, consisting of generally smaller rural homes and beach cottages. During the 1970s, 80s, and 90s, development accelerated; larger homes were constructed on the dunes and bluffs backing Broad Beach, with the majority of land behind Broad Beach developed with residential structures by 2000. Most recently, in a process that is ongoing at Broad Beach and in other coastal communities, many older smaller homes are being rebuilt as larger estate residences, further increasing the intensity of development backing public intertidal lands.



Views of Broad Beach public trust intertidal lands and offshore waters have changed substantially over the last 40 years, as can be seen in these aerial photographs from 1972 (left) and 2010 (right). Views of a wide sandy beach backed by dunes have been replaced by those of a low tide beach backed by closely-spaced, sometimes multiple-story houses fronted by large coastal protection structures, including tall seawalls, timber bulkheads, and the recently permitted emergency revetment.

Broad Beach remained a relatively wide beach through the 1970s, considerably wider than it is today. The width of Broad Beach reached a peak in 1970 at an annual average of 60 feet landward of the mean high tide line (MHTL). However, coastal erosion accelerated in the 1980s and 90s, with much of the sand lost from Broad Beach during this period. This directly changed the visual character of the beach, with much or all of the dry sand beach berm eliminated, and larger areas of rocky intertidal habitat seasonally exposed near the west end of Broad Beach. In response



The existing revetment rises up 13 to 17 feet in height above the low tide intertidal lands along Broad Beach, limiting public views landward from these public trust lands.

to this change, homeowners began to install substantial coastal protection structures, often immediately adjacent to public land. These included permanent rock revetments and concrete and timber bulkheads as well as raising houses up on pilings and elevated foundations near the west end of the beach.

The temporary emergency revetment was constructed along 4,100 feet of Broad Beach in 2010 after high erosion rates during the 2009-2010 winter season and widespread failure of temporary emergency sandbag revetments. The two existing public beach accessways were reconstructed at that time to include stairways with guide rails to traverse the approximately 13- to 17-foot high revetment. The property owner at 30822 Broad Beach Road opted to not participate in the emergency revetment project, leaving

1 a 100-foot-long break in the revetment in front of this property near the east end of the
2 Project area.

3 Visual Environment of Project Area

4 *Onshore Visual Environment*

5 The existing natural environment of the Broad Beach Restoration Area consists of a
6 narrow sandy beach on the west end, which widens towards the east end, backed by an
7 emergency revetment along a majority of the beach, with residential development
8 landward. Significant visual resources available from public trust lands along Broad
9 Beach include views of open water, the beach, and the bluffs. The Pacific Coast
10 Highway, designated as a State scenic highway, runs parallel to Broad Beach Road and
11 has limited views of the beach.

12 At moderate tides, Broad Beach is currently a narrow ribbon of primarily wet-sand
13 beach. The revetment dominates landward views from central and eastern Broad
14 Beach, with portions of homes visible over the top of the rock wall. At lower tides, up to
15 200 feet of intertidal beach is exposed, with these low-tide sand flats providing public
16 views of offshore areas, Zuma Beach and Point Dume to the east, Lechuza Point to the
17 west, and steep chaparral-covered slopes of the Santa Monica Mountains to the north.
18 At these lower tides, although well set back, homes along the eastern portion of Broad
19 Beach become more visible from the waterline as the revetment does not impede
20 landward views. At the eastern-most end of Broad Beach in areas without the
21 revetment, relatively intact coastal dunes remain fronting five existing homes, four
22 undeveloped lots, and the Malibu West Beach Club, although often decaying or
23 damaged geotextile sand bags of “sack-crete” revetments litter the beach.

24 The beach becomes increasingly rocky in the west, in the sheltered cove inside of
25 Lechuza Point, where rocky intertidal habitat intermingles with intermittent sandy beach.
26 At lower tides in this area, beachgoers can view tide pools and marine life, including sea
27 anemones, mussels, starfish, and beds of bright green surfgrass. Landward views are
28 dominated by homes built along taller dunes and the bluff face and top, with scattered
29 trees and other vegetation, breaking up and softening views of this residential
30 development. Landward views from public trust lands at the west end of the beach tend
31 to be dominated by 2- and 3-story homes, foundations, seawalls, and pilings supporting
32 these homes; however, the relatively natural bluff face within Lechuza Cove, and skyline
33 Monterey cypress trees and other vegetation contribute to a more natural setting in the
34 cove itself.



Lechuza Cove includes both sandy beach and rocky intertidal habitat with tide pools which support marine life for public viewing; skyline bluff top trees contribute to a more natural setting in the cove. At the east end of the beach, Trancas Lagoon and remnant dunes support additional natural public trust resources such as occasional native dune wildflowers and shore and wading birds.

- 1 Residential homes along the beach are a primary visual feature along Broad Beach.
- 2 Development in the area includes 114 residential homes along Broad Beach and the
- 3 Malibu West Beach Club. Approximately 79 of the residences are located landward of
- 4 the existing emergency revetment, while 35, located at the east and west ends of the
- 5 Project area, lie outside the revetment's boundaries. Residences toward the west end of
- 6 the beach often have individual seawalls or rock revetments while those at the far east
- 7 end lie behind dunes and geotextile sandbag revetments.



Existing developments, including protective structures and the emergency revetment, dominate views from intertidal lands and offshore waters of Broad Beach.

- 8 Due to historic losses of beach sand, landward views from the western end of Broad
- 9 Beach are dominated by exposed foundations, temporary and permanent seawalls,
- 10 temporary staircase extensions, and coastal protection structures, including the
- 11 emergency revetment.



Exposed foundations, pilings, seawalls, revetments and large 2- and 3-story homes dominate landward views along intertidal lands and offshore waters of western Broad Beach. Remnant sand dunes and often decaying geotextile revetments line the eastern end of Broad Beach, degrading views for users of the beach and coastal waters.

The offshore visual environment associated with the Project is frequently enjoyed by surfers, swimmers, boaters, and commercial and recreational fishermen operating within the guidelines of the State Marine Conservation Area (see Section 3.3, *Marine Biological Resources*, for more information on fishing restrictions). Views of Broad Beach from the ocean are unobscured, and observers have views of the beach, the existing revetment, the houses, and the bluffs. From offshore waters, shoreward views are dominated by the Malibu coastline and backed by the Santa Monica Mountains.

Scenic Vistas of Broad Beach

In addition to views from Broad Beach itself, visual resources include views of Broad Beach from local public beaches and Pacific Coast Highway. The views of Broad Beach from Zuma Beach County Park and from Point Dume State Beach are dominated by the Pacific Ocean, the coastline to Lechuza Point, and existing beachside developments; the emergency revetment is visible, but from these distances it does not dominate views. From Pacific Coast Highway, views are dominated by the Pacific Ocean and the



The views of Broad Beach from Pacific Coast Highway (left), a state-designated scenic highway, and from Zuma Beach (right), a neighboring public beach, show that the coastline is visible from these locations, but the emergency revetment does not dominate these more distant views.

stretch of coastline from Lechuza Point to Point Dume. The emergency revetment is visible from the highway, but it does not dominate views.

Visual Environment of the Off-Site Project Areas

The beach sand dredge sites are located beneath waters of the State which are used and enjoyed by the public for boating, swimming, surfing, kayaking and paddle boarding, as well as being visible to local beachgoers. The public trust lands with visual access to the ocean area overlying the Dockweiler dredge site currently have open ocean views with marine activity associated with recreational, commercial, and shipping activity offshore from Los Angeles County. The public trust lands with visual access to the ocean area overlying the Ventura Harbor sand trap currently have views of existing harbor operations, including recreational, commercial, and shipping activity in the immediate vicinity of the dredge site.

The visual sensitivity in the vicinity of the Off-site Project areas is high as these beaches support many scenic elements and the public has expectations of these scenic qualities. At least some portions of the population in these areas are likely to react strongly to a threat to visual quality. Concern is expected to be great because the affected views are rare, unique, or in other ways are special to the region or locale. However, noticeable changes would probably be tolerated if the Project restores previous beach conditions and improves the visual quality of the area.

3.8.2 Regulations Pertaining to the Public Trust

State

California Coastal Act

Protection of scenic and visual qualities of coastal resources is an issue of high importance, and thus is addressed by several sections of the California Coastal Act. Specifically, the Coastal Act is concerned with protecting the public viewshed, including views from public areas, such as highways, roads, beaches, coastal trails, and access ways, rather than views from private residences where no public views are available. Coastal Act section 30251 states: *“Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of the surrounding area, and, where feasible, to restore and enhance visual quality in visually degraded areas.”*

Local

City of Malibu Local Coastal Program

The purpose of the *Scenic, Visual, and Hillside Resource Protection Ordinance* is to enhance and protect the scenic and visual qualities of coastal and mountain areas within the city of Malibu as a resource of public importance in accordance with the policies of the city’s Local Coastal Program (LCP) and the California Coastal Act. Places on and along public roads, trails, parklands, and beaches that offer scenic vistas are considered public viewing areas. Existing public roads where there are views of the ocean and other scenic areas are considered Scenic Roads. Specific policies that protect these resources include the following.

Policy 6.1: *The Santa Monica Mountains, including the city of Malibu, contain scenic areas of regional and national importance. Per this policy, the scenic and visual qualities of these areas shall be protected and, where feasible, enhanced.*

Policy 6.2: *Places on and along public roads, trails, parklands, and beaches that offer scenic vistas are considered public viewing areas. Existing public roads from which there are views of the ocean and other scenic areas are considered Scenic Roads.*

Policy 6.3: *Roadways traversing or providing views of areas of outstanding scenic quality, containing striking views of natural vegetation, geology, and other unique natural features, including the ocean shall be considered Scenic Roads. The following roads within the city of Malibu are considered Scenic Roads: Pacific Coast Highway, Decker Canyon Road, Encinal Canyon Road, Kanan Dume Road, Latigo Canyon Road, Corral Canyon Road, Malibu Canyon Road, and Tuna Canyon Road (Resolution No. 07-04).*

Policy 6.4: *Places on, along, within, or visible from scenic roads, trails, beaches, parklands, and state waters that offer scenic vistas of the beach and ocean,*

coastline, mountains, canyons and other unique natural features are considered Scenic Areas. Scenic Areas do not include inland areas that are largely developed or built out such as residential subdivisions along the coastal terrace, residential development inland of Birdview Avenue and Cliffside Drive on Point Dume, or existing commercial development within the Civic Center and along Pacific Coast Highway east of Malibu Canyon Road.

3.8.3 Public Trust Impact Criteria

The coastal areas of Malibu are considered a highly sensitive visual resource and viewer expectations are correspondingly high. Therefore, impacts related to construction or operation that would cause permanent degradation of existing views along coastal beaches would be considered substantial. Degradation may result from the scale and/or size of project features, site design, color and texture contrast, or permanent introduction of light and glare. Visual impacts are considered substantial if one or more of the following apply:

- The project is inconsistent with or in violation of public policies, goals, plans, laws, regulations or other directives concerning visual resources;
- Routine operations and maintenance visually contrast with or degrade the character of the viewshed;
- The project results in a perceptible reduction of visual quality, lasting for more than one year and visible from moderately to highly sensitive viewing positions. (A perceptible reduction of visual quality occurs when, for a highly sensitive view, the visual condition is lowered.); or
- Night lighting would result in glare conditions affecting nearby residences.

3.8.4 Public Trust Impact Analysis

The proposed beach and dune restoration would have short- to mid-term beneficial impacts on the visual quality of the Project area over a 10- to 20-year horizon due to the restoration of a wide sandy beach backed by a system of sand dunes that would eventually be vegetated with flowering native species, such as red sand-verbena and beach primrose. The rock revetment, as well as currently exposed foundations, seawalls, geotextile revetments, staircase extensions, would not be visible over the 10- to 20-year Project horizon because they would be buried beneath the restored dunes. Additionally, the beach and associated dunes would provide dominant foreground views for public beach users, softening and reducing the dominance of homes that currently line the back beach. The Project would restore sandy beach conditions to Broad Beach, creating a substantial positive impact to the visual resources of the public trust for as long as beach renourishment continues.

Over the long term, a permanently authorized revetment would disrupt views from the public beach as well as displacing the public from use and enjoyment of approximately 1.57 acres of public trust lands and access easements which have been effectively

displaced by installation of the rock revetment. After completion of all planned beach nourishment events, natural processes are expected to continue to erode the beach, and eventually re-expose the revetment, presenting many of the same adverse impacts it currently creates. However, Avoidance or Minimization Measures involving continued nourishment or removal of the revetment would likely reduce these effects.

Impact AES-1: Visual Effects from the Presence of the Emergency Revetment

The emergency revetment impacts the visual quality of Broad Beach (Unsubstantial with Implementation of Avoidance and Minimization Measures, Class UI).

Impact Discussion

Construction of the temporary emergency rock revetment resulted in substantial adverse impacts to visual resources at Broad Beach. The 15-foot-high, 31-foot-wide revetment degrades the visual quality of Broad Beach as it dominates views from the public beach, particularly at moderate tides when beach width is limited and surrounding areas.

The Project would offset the impacts of the revetment by burying the revetment dune under a restored sand dune habitat which would result in substantial positive impacts to the visual resources of Broad Beach as long as nourishment activities continue. However, permanent authorization of the revetment through a long-term lease and approval of Coastal Development Permits would create the potential for long-term degradation of the visual environment of Broad Beach after nourishment activities end and natural coastal erosion causes the revetment to become exposed.

Avoidance and Minimization Measures (AMMs)

Measures to address long-term visual impacts are described in later sections of this document. First, AMM TBIO-1a – Implementation of a Comprehensive Dune Restoration Plan would require long-term monitoring and maintenance activities. This avoidance and minimization measure requires that the beach and dunes be restored to a state of greater aesthetic value relative to their state prior to installation of the emergency rock revetment. Second, AMM REC-5a – Requirement of Additional Nourishment and AMM REC-5b – Financial Surety for Revetment Removal (see Section 3.5, *Land Use, Recreation, and Public Access*) address required conditions for continued presence of the revetment and funding for potential future removal of the revetment.

Rationale for Avoidance and Minimization Measures

The Project includes burying the revetment with sand from beach nourishment and dune restoration; however, without a continuation of the renourishment program the

revetment would eventually be exposed. The avoidance and minimization measures summarized above would ensure that long-term impacts of the revetment are also addressed.

Implementation of AMM TBIO-1a would serve to mitigate adverse impacts to the visual resources of Broad Beach, offshore waters, and the west end of Zuma Beach through the development and maintenance of a dune system that buries the revetment. This would ensure that the revetment is no longer visible to users of Broad Beach and surrounding areas, therefore improving the visual resources of Broad Beach. Implementation of AMMs REC-5a and REC-5b would ensure that the Project does not create long-term adverse impacts to visual resources of Broad Beach due to future re-exposure of the revetment by requiring additional nourishment if necessary and a financial guarantee for revetment-removal funds in the event nourishment activities are found to be insufficient.

Impact AES-2: Short-Term Visual Effects from Beach Restoration Construction Activities at Broad Beach

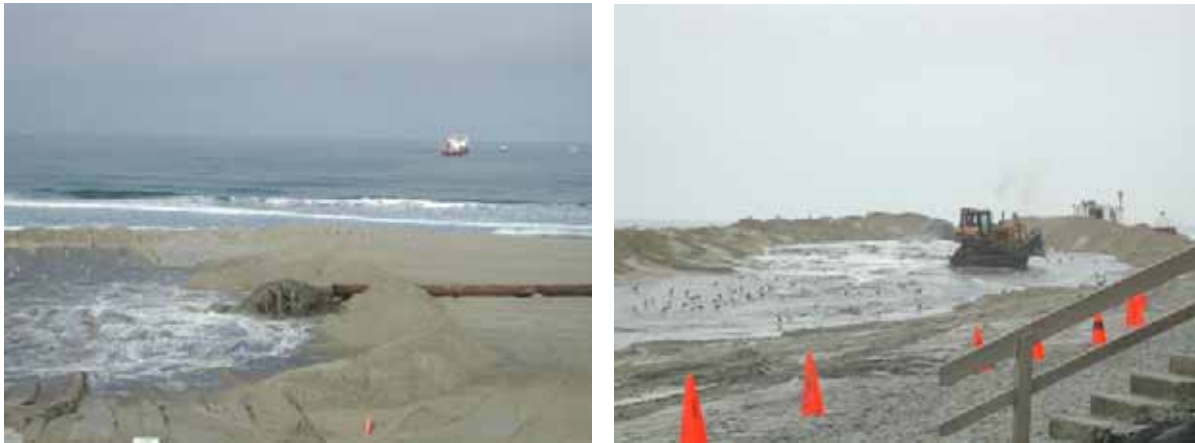
Construction activities would create temporary negative visual impacts during dune restoration, nourishment events, and backpassing events (Unsubstantial with Implementation Avoidance and Minimization Measures, Class UI).

Impact Discussion

Construction activities associated with implementation of the Project would have potentially substantial short-term impacts to the visual quality of the Project area. The visual environment would be temporarily disrupted by the presence and activities of dredging equipment, the slurry pipeline, and construction equipment. Views in the Project area would be substantially degraded on a daily basis for the duration of construction activities, impacting both onshore and offshore users. Night lighting on the beach at the slurry pipeline outlet and along the floating pipeline could impact the night sky. During night operations, generator-powered, shielded lights would be placed on the beach and directed at the dredge pipeline discharge point. Additionally, navigation lighting would be used along the floating portion of the dredge line to ensure marine vessel safety. Although the presence and operation of construction machinery and equipment and lighting to support night operations would impact the visual quality of Broad Beach, these impacts would be temporary and no permanent negative changes to the visual character of the area would occur as a result of the Project.

The initial construction phase is anticipated to span a 6-month period, so it would not degrade visual quality over the long term. Subsequent renourishment events are expected to be somewhat smaller than the initial beach nourishment, and therefore construction time should be less than 6 months; the timing of future renourishment events depends on the sand sources being used and ongoing rates of erosion, but are predicted to occur anywhere from 5 to 10 years apart. Annual or biannual backpassing

- 1 events are expected to last for a period of 2 weeks, so these events would also be
2 short-term and therefore not substantial.



Visual impacts from proposed beach nourishment activities would include dredge vessels operating offshore of Broad Beach and Dockweiler State Beach or Ventura Harbor, pipelines depositing a sometimes anaerobic water-sand slurry on the beach, as well as operation of heavy construction equipment on the beach over a 6-month period.

3 Avoidance and Minimization Measures

4 **AMM AES-2a: Shielded Lights during Night Operations.** During night operations,
5 lights placed on the beach shall be shielded and directed at the dredge pipeline
6 discharge point.

7 **AMM AES-2b: Nightly Equipment Removal.** Equipment placed on the beach shall be
8 returned to the staging area at the end of each workday, both for public safety and for
9 aesthetic considerations.

10 Rationale for Avoidance and Minimization Measures

11 The above avoidance and minimization measures would reduce the amount of time
12 construction equipment would be visible from the beach and minimize the use of night
13 lighting, thereby reducing visual impacts from construction activities. Full
14 implementation of these measures would reduce impacts such that they are no longer
15 substantial.

16 **Impact AES-3: Visual Effects from the Nourishment of Broad Beach**
17 **Nourishment of Broad Beach would improve the visual quality of Broad Beach**
18 **over the short- to mid-term (Beneficial, Class B).**

Impact Discussion

Nourishment of the beach and dune system at Broad Beach is expected to restore sandy beach conditions to a state not seen since the 1970s. The beach and dune system would dominate the views from Broad Beach, improving the existing views by creating a wide sandy beach and by burying the revetment, exposed foundations, seawalls, staircase extensions, and other visual disturbances to the backdrop of the public beach. This would result in substantial positive impacts to the visual resources of Broad Beach for as long as nourishment activities continue.

Impact AES-4: Visual Effects from Dredging Activities Offshore Dockweiler Beach and Outside Ventura Harbor

Dredging activities could create temporary negative visual impacts associated with large marine vessels operating in nearshore waters (Unsubstantial, Class U).

Impact Discussion

Dredging activities associated with implementation of the Project would potentially have short-term impacts to the visual quality of the onshore environment in the vicinity of the Off-site Project area. The visual environment would be disturbed by dredging machinery and support boats, with possible disruption of use by and viewsheds available to beachgoers, boaters, fishermen, and surfers, for the duration of dredging activities; however, these impacts would be temporary and no permanent negative changes to the visual character of the area would occur as a result of the Project. Additionally, visual impacts at Dockweiler State Beach would occur 0.25 mile offshore and therefore would not be in the immediate vicinity of beach users. Visual impacts in Ventura Harbor would also be short term and this area is subject to already high levels of marine vessel activity, including dredging, so temporary views of dredging equipment would likely be easily tolerated. As a result, impacts to these areas are not considered substantial.

Impact AES-5: Potential Indirect Visual Impacts to Los Angeles and Ventura Beaches due to Decreased Sand Supply

Removal of sand from the Santa Monica Bay and Ventura Littoral Cells could deprive downcoast beaches of sand for renourishment projects (Unsubstantial, Class U).

Impact Discussion

Extraction of dredge material offshore from Dockweiler State Beach and Ventura Harbor would incrementally reduce the amount of this material available for beach nourishment projects at beaches in these littoral cells, indirectly impacting the visual quality at these beaches due to potential narrowing beach widths.

1 Initial Project nourishment could remove up to 500,000 cubic yards (cy) from the dredge
2 site offshore from Dockweiler State Beach, reducing availability of nourishment sand for
3 potential future nourishment activities at Los Angeles county beaches. The quantity of
4 beach-quality sand available at the Dockweiler North and Dockweiler South dredge
5 sites is approximately 3.3 million cy (Moffatt and Nichol 2012). Thus the initial
6 nourishment Project would withdraw more than 15 percent of the available sand from
7 this source. A subsequent renourishment event would withdraw up to an additional
8 450,000 cy from this source. Therefore, over the Project's 10- to 20-year duration,
9 dredging for two nourishment events could remove approximately 29 percent of the
10 sand supply from this site. The Dockweiler dredge site has not been used to nourish
11 Los Angeles county beaches in the past, but it may be considered as a sand source for
12 future nourishment activities that would improve the visual quality at beaches near the
13 dredge site (e.g., Dockweiler, El Portal, Manhattan and Hermosa beaches). Given that
14 the Project could withdrawal substantial amounts of the sand available at the
15 Dockweiler dredge site, it could reduce the availability of nourishment sand for Los
16 Angeles county beaches. However, Los Angeles county does not currently have plans
17 to use the Dockweiler dredge site for beach nourishment, and new sand deposits would
18 accumulate at the site over time. Therefore, these withdrawals would not create
19 substantial aesthetic impacts.

20 If the Dockweiler dredge site is not a feasible option, the initial Project nourishment
21 could remove up to 500,000 cy from the Ventura Harbor sand trap instead, reducing
22 potential nourishment to Ventura beaches by an equivalent amount. The quantity of
23 sand entering Ventura Harbor sand trap is approximately 600,000 cy per year (Griggs
24 and Patsch 2007). Historically, when funding is available, sand has been dredged from
25 the harbor sand trap and placed on downcoast beaches, helping maintain wide scenic
26 beaches in Ventura county downcoast from the harbor. Thus, the initial nourishment
27 Project would withdraw more than 80 percent of the annual bypass of sand from this
28 littoral cell. The renourishment event could withdraw 450,000 cy or 75 percent of the
29 annual bypass of sand from the littoral cell. Therefore, over the Project's 10- to 20-year
30 life, dredging for two nourishment events could remove from 8 percent (over 10 years)
31 to 16 percent (over 20 years) of the regionally available littoral sand supply.

32 Withdrawal of these substantial amounts of sand could create short-term erosion waves
33 on downcoast beaches, incrementally narrowing beach width; however, additional sand
34 sources such as the Santa Clarita River, which contributes 1,200,000 cy per year of
35 sediment to the littoral cell, would offset the impact. Therefore, the only beaches that
36 could potentially experience erosion as a result of Project implementation would be
37 those located within the 1-mile length of coastline between the Ventura Harbor sand
38 trap and the Santa Clarita River. The beaches along this stretch of coastline are
39 currently hundreds of feet wide and experience annual and daily variability of beach
40 width and ongoing dredge bypass of sand. At this time, due to lack of funding, there are
41 no plans in place to dredge the Ventura Harbor sand trap for the year 2013 in order to

move the accumulated sand to these downcoast beaches (refer to discussion under Impact CP-5 in Section 3.1, *Coastal Processes*). Additionally, the sand trap would refill naturally within 10 months of Project-related withdrawals. Therefore, these withdrawals would not create substantial aesthetic impacts.

Section 3.6, *Geological Hazards and Mineral Resources*, and Section 3.1, *Coastal Processes*, provide a more detailed discussion of sand supply and coastal erosion issues and the loss of sand resources in the borrow sites.

Because there would be no substantial impacts to area beaches from the loss of sand at the Dockweiler or Ventura Harbor dredge sites, impacts to visual resources in the local beach areas surrounding the dredge sites would be unsubstantial.

Table 3.8-1. Summary of Aesthetics Impacts and Avoidance and Minimization Measures

Impact	Avoidance and Minimization Measures
AES-1. Visual Effects from the Presence of the Emergency Revetment	AMM TBIO-1a: Implementation of a Comprehensive Dune Restoration Plan AMM REC-5a: Requirement of Additional Nourishment AMM REC-5b: Financial Surety for Revetment Removal
AES-2 Short-Term Visual Effects from Beach Restoration Construction Activities at Broad Beach	AMM AES-2a: Shielded Lights during Night Operations AMM AES-2b: Nightly Equipment Removal
AES-3. Visual Effects from the Nourishment of Broad Beach	No AMMs recommended
AES-4. Visual Effects from Dredging Activities Offshore Dockweiler Beach and Outside Ventura Harbor	No AMMs recommended
AES-5. Potential Indirect Visual Impacts to Los Angeles and Ventura Beaches due to Decreased Sand Supply	No AMMs recommended